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SUPPLEMENT TO
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NOT CIRCULATE

1. The passenger tariff conference held in Oslo, Norway, beginning 25 September 1951, was attended by Director-General Erwin Kramer, (fnu) Mtsken and (fnu) Lange of the Reichsbahn Main Office.
2. The reparations rail shipment collecting point at Leipzig-Plagewitz is being expanded.
3. The Reichsbahn coal supply, not including the iron reserve, stood at 6.5 day's requirement at the end of September 1951.
4. Twelve additional MIG-15 Soviet military aircraft were delivered at Driest, near Brandenburg, recently.
5. The Reichsbahn is still struggling with plans to reroute and reschedule all trains now running through the western sectors of Berlin. The goal is to eliminate all transit traffic except Allied military trains.
6. It is planned to shut down the roundhouse in Berlin-Grunewald (British Sector) and transfer maintenance activities to Seddin. Some personnel have already been moved.
7. On both 26 and 27 September 1951, a special train made up of 16 passenger coaches and two freight cars departed from Frankfurt/Oder under dispatch to Brest. Thirty-six hours later, each train returned through Frankfurt/Oder and rolled on in the direction of Halle. The train orders stated that these were hauling German specialists, technicians, and engineers.
8. Indicative of the locomotive shortage is a recent directive by Director-General Kramer to the effect that the movement of lone engines has priority over express trains.
9. Fourteen 50-ton low-bed flatcars were ordered to stand by in the yards at Berlin-Lichtenberg during the first week in October.

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SECURITY INFORMATION

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CENTRAL INTELLIGENCE AGENCY

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10. Since about 25 August 1951, a train of 15 passenger coaches arrives in Frankfurt/Oder from the Soviet Union about every four or five days. The same train returns empty after unloading. The westbound loaded trains have the train numbers 7118 and 7120; the eastbound empty trains have the numbers 7117 and 7119. These trains carry Russian girls aged between 17 and 21. At Frankfurt/Oder the girls change to other trains and depart for Verbig, Cottbus, Berlin and other points.

11. The West Mark income of the Reichsbahn for the month of July, 1951, was derived from and in the amounts as shown below:

Berlin S-Bahn	DM-1,900,000 (West)
Interzonal passenger traffic	711,600 "
Interzonal freight traffic	103,700 "
Intrazonal passenger traffic	388,400 "
Intrazonal freight traffic	876,300 "
Sundry	20,800 "

TOTAL

DM-4,000,800 (West)

Interzonal traffic provides West Marks from movement of passengers and goods between Western Germany and West Berlin. Intrazonal traffic concerns movements from West Berlin to points within the DDR. Only RBD Berlin takes in West Marks.

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